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CRIMINAL SESSIONS.

(BEFORE THE ACTING CHIEF JUSTICE,
(H. H. J. GOMPERTZ))

MURDER BY ESCAPED PRISONERS.

Another man arrested in connection with the Victoria Jail murders in 1919 was indicted on a charge of having murdered Warden Speed.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.), conducted the prosecution, and Mr. P. C. Jenkin, instructed by Mr. G. R. Haywood, appeared for the defence.

The jury, after a jurymen who said he did not understand English had been sent to the Prison Judge's Court, was constituted as follows:—Amando Maria da Silva (foreman), Edward Henry Ray, Liang Shu-tung, Eric George Norton, Grimble, Edward Pierpont Barker, Faustino Antonio Xavier and Thomas Matthews.

In outlining the case, the Attorney-General said that early on the morning of December 16th, 1919, four men broke out of Victoria Jail. In the course of their escape they murdered the principal Warden named Speed, and an Indian Warden named Harnam Singh. On the morning of December 16th, the prisoner in cell 63 removed some wood from the door leaving exposed the back plate of the lock and making it easy for him to move the mechanism of the lock. The man must have opened the door and then opened the doors of cells 62, 60 and 48 with a key now in Court which was found to open all the cell doors. This man apparently released three other men, one from cell 62, another from cell 50, and one of the four men in cell 48. These four men were apparently seen by the man on patrol duty, who saw two of them go into Warden Speed's office. One of the men attacked Harnam Singh and the fourth the patrol. Unfortunately, they were only too successful in their attack on Warden Speed who was stabbed repeatedly but managed to stagger out of the room and stumble along the passage until he collapsed and died. The men were also successful in their attack on the Indian, but the patrol was more fortunate. Apparently thinking that they had done enough to ensure their escape, the men went out into the gateway across the yard, down the steps, and over the wall.

The men had to pass through what was the guard house. They were familiar with the geography of the place. They would know that Warden Speed would be the only European on duty and the only man with a revolver. Consequently, they must have assigned two men to get possession of the weapon, another to attack Harnam Singh and the fourth the patrol. The Attorney-General suggested that the four men came down with the deliberate intention of killing Warden Speed. Not only did they intend to murder Warden Speed but they also intended to effect their escape from the jail. If the jury found that during that escape Warden Speed was murdered then that would be sufficient evidence for them to find a verdict against all four men. Even if only one man committed the actual murder all four were responsible.

It was quite clear that the accused was in the plot from the beginning and was not making an escape on the spur of the moment at the last minute, as he declared. There was another curious feature in this case. The evidence would show that the police found footprints on a piece of paper in Warden Speed's office. Those footprints had been photographed but did not correspond with the photographed footprints of any of the other three men arrested in connection with the murder. Now, photographs had been taken of the accused's footprints and they had been found to correspond exactly with the footprints on the piece of paper found in Warden Speed's office. The inference was that the accused was one of the men who took part in the murderous attack on the warden.

After evidence had been called, the jury, without leaving the box, returned a verdict of "guilty."

When the death sentence had been pronounced and translated to the prisoner, he asked: "When will the execution take place?"

The Judge told him that was a matter to be decided by H.E. the Governor, but it would not be immediately.

The prisoner responded: "Go die in nothing, but first I must have some good food."

(BEFORE THE PRISON JUDGE (MR. J. E. WOOD).)

RETURNED BANISHED.

Leung Lai was indicted for returning to the Colony in contravention of a banishment order.

A sentence of two years' imprisonment was imposed.

(Continued at foot of next column.)

SPORT.

RIFLE SHOOTING.

TAIKOO RIFLE CLUB & KOWLOON DOCKS.

A friendly shoot under Hongkong Rifle League conditions with 10 men per team (the best scores to count) was held on Taikoo Range, on Sunday, between teams representing Taikoo Rifle Club and Kowloon Dock. Taikoo won by 19 points. Mr. Swan was top scorer for the winners with 138, and Mr. G. Goodman for Kowloon with 127.

TAIKOO.

	900	500	300	Total
Mr. Swan	47	40	45	132
Summers	42	45	44	131
Eldridge	38	41	45	124
C. Young	37	43	42	122
F. A. Wells	37	43	39	119
Bateman	41	38	40	119
Wallace	30	42	39	111
Lyle	29	37	43	109

KOWLOON.

	900	500	300	Total
Mr. G. Goodman	43	42	42	127
F. L. Good-	45	43	37	125
min	41	40	40	121
Ratty	40	41	37	118
Young	40	41	37	118
Cullen	44	32	41	117
Lapsley	39	37	40	116
Duncan	39	40	37	116
Keith	42	41	31	114

GRIMSHAW.

	900	500	300	Total
Grimshaw	30	37	37	104
G. Morrison	30	38	32	98

LAWN TENNIS.

YESTERDAY'S PLAY.

Mixed Handicap Doubles.—Major and Mrs. Bagnall beat Lieut. Col. and Miss Bowen, 2-6, 7-5, 6-1.

Club Championship.—J. B. Penman beat G. W. Sewell, 7-5, 3-6, 6-1, 6-1.

HONGKONG TENNIS TEAM FOR FAR EASTERN OLYMPIAD.

At a meeting of the Chinese Recreation Club, in whose hands was left the selection of the tennis team from Hongkong to represent China at the Far Eastern Olympiad, the following were chosen:—Ng Sze Kwong, M. W. Lo, Wei Wing Lock, Chon Man Ping and M. T. Yew (reserve). Ng Sze Kwong was appointed. Lo and Wong Po Keung were asked, but are not able to go.

CHINESE FACTION FIGHTS.

A faction fight between Chinese at Jardine's Bazaar, on Sunday, was mentioned at the Magistracy, before Mr. G. N. Orme, yesterday. Inspector Blackman, charged seven Chinese with having taken part in a faction fight at Jardine's Bazaar, on Sunday. The defendants admitted the charge and said the trouble was over money matters.

The Inspector said that the trouble started about 8 a.m. Many people took part and bricks, bottles and bamboos were freely used. A group of police had to turn out before the disturbance could be quelled. No fewer than three outbreaks occurred during Sunday, and the police were given a lot of trouble.

The Magistrate fined the defendants \$5 each and ordered them to sign bonds in the sum of \$50 each to keep the peace for six months.

WIDOW ROBBED.

Foo J. pleaded not guilty to a charge of robbery.

The following jury was empanelled:—Joaquim Telles d'Almada (foreman), Poon Icho, George V. Hughes, C. J. Bernal, Helstrom, Raphael Emanuel, Edward Stephen Ford.

Mr. Dyer Ball, the Assistant Crown Solicitor, said that about 4.30 on the morning of March 11th, a widow living in a house at Po Kong village with her mother-in-law, came out of the house with the intention of catching the first ferry from Kowloon City to Kowloon. As she got outside the house she saw a bundle of grass in the gutter. A man with a piece of cloth tied round his neck and torch in his hand suddenly emerged from the bundle and made towards the woman who attempted to regain the house. She managed to shut the door but the man forced his way in. The intruder threw her on the floor. When she shouted for help a second man appeared and seized her by the neck from behind and threatened to kill her with a small knife which he kept pointed at her throat. After examining the contents of a small box near the bed, the other man approached the woman and rubbed pepper in her face. While he was doing this she had a good view of him as there was a light in the room. She now identified him as the man in the dock. Taking with them the box containing certain articles of clothing and about \$3 in cash, the robbers then departed.

The prisoner was sentenced to five years' imprisonment and ten strokes with the cat.

GOLF NOTES.

(BY ZODIAC.)

I have been asked to remind the ladies that there is a qualifying round for the Captain's Cup, on Tuesday next, 26th inst. This round will be played over the old course at Fanning. Next month, and each successive month till the end of September, the qualifying rounds will be played at Deep Water Bay, on the last Tuesday of the month.

The Happy Valley course is open to Golfers all and every day until September 15th, when the privilege will again be restricted to one afternoon a week, exclusive of Sundays. The By-laws permitting ladies to play on Tuesday afternoons is cancelled as from 16th inst. Ladies' day will be Thursday as heretofore.

About the beginning of last December I heard a rumour that an estimate for lockers, for the men's club house had been called for. I wonder if the estimate has been received yet? It is high time we had lockers and by charging locker rent the initial expense would soon be recovered and then the lockers would provide an additional income. The Committee are overtaxing complaining of the shortage of money but they do not take the trouble to increase the Club's income, by such methods. Put a dollar a month on to the subscription and there would be trouble, but charge a man a dollar a month rent for a locker and you will find very few, if any, lockers "to let."

It is quite likely that in the near future the R.H.K. Golf Club will once again have an honorary secretary. Mr. J. B. Ross has kindly offered his services and I hope the Committee will be wise enough to accept them. The position of Hon. Sec. will be by no means a new one for Mr. Ross, and I don't think we could have a better man. I happen to know his ideas on how a Golf Club should be run, so we can look forward to great improvements in the future, if he is appointed.

Possibly we shall hear of the sub-committee holding meetings occasionally, like any normal Club. I am not condemning their methods; there is too much individualism, which is never satisfactory. There are numerous small points to which I have called attention, and individual members of the committee have been in agreement, but nothing is done. I am sure it would be done if the sub-committee were to meet occasionally to discuss these matters. I do not use these notes to air my own grievances, but to voice the opinions of the members, to give the committee something to work on.

During the week ending 2nd to 4th inst. Mr. C. Bulmer Johnson qualified for the Captain's Cup, with 83-4-77. Mr. R. A. Canidge was second with 85-6-79. Incidentally Mr. Johnson did not "boy" to produce the entry book. Why can't the results of competitions be posted on one of the notice boards?

One new member of the House Committee is a real enthusiast. I found him on Saturday afternoon at Fanning in his shirt sleeves, assisted by all the spare saddles, endeavouring to lift the clubs for sale, over the partition, which separates the dining room from the Club "stands." It has greatly improved the look of the dining room and I trust it won't be the last improvement that he thinks of!

The supply of Golf balls appears to be just about as erratic as ever. Last week I visited Deep Water Bay and the only ball for sale was a 25 dwt. ball, which is not a very satisfactory state of affairs. The assortment of balls at Fanning is nothing to rejoice about either. There are three competitions down for next month, and it would be interesting to know if entrants are to use the standard ball or not? If they are, then which balls conform to the standard ball and which do not?

There is yet another shortage, and that is of club shafts. If one breaks a club shaft it is impossible to get a new one. There is a wonderful supply of clocks for sale but this does not help the man who wants a masher! Would it not be better to order the heads only of iron clubs in future and order plenty of shafts so that one can purchase a head and shaft to suit one's taste, or a shaft only? It strikes me as being a sounder idea than the present method. To put our present situation into Irish phraseology, we have a lot of shafts but haven't any.

Some months ago I advocated the use of coconut-matting tees in preference to the very bad grass ones we have to put up with. I do not know whether the Committee considered the matter or not, but I suggest that they might be tried at Deep Water Bay. There is very little room in this popular course for the expansion of tees, and the present tees have been allowed to get into such a terrible condition that I very much doubt if some of them will ever be tees again. In any case it would be very expensive to put the tees in order, and although the matting tees are expensive they are practically everlasting and do not cost anything for upkeep.

In discussing the advisability of having a professional, I recently came across two members who would be quite willing to guarantee a percentage of the guarantee the Club would have to put up to obtain one. No doubt there are other members willing to guarantee the balance of the suggestion was put to them. Personally I feel convinced that 9 months out of the year a professional would make more than his guaranteed amount. If the members were to put up the guarantee the Club would only be responsible for his accommodation and passage, which cost a good professional would save the Club.

BRITISH TRADE WITH THE FAR EAST.

OFFICIAL RETURNS.

Regarding trade with the Far East, the Board of Trade Returns show that the exports of cotton yarn to China decreased from 123,000 lbs. in February, 1920, to 101,800 in February this year, and to the Straits Settlements from 74,000 to 27,200, but the exports to the Dutch East Indies increased from 14,000 lbs. to 20,000. Exports of cotton piece-goods are considerably down when compared with February of last year. Thus China's figure fell from 32,100,800 yards to 16,000,100. Japan's from 1,811,000 to 711,400, and Straits Settlements from 3,433,300 to 3,431,900. Big decreases are also shown in linen piece goods, Dutch East Indies imports falling from 52,800 to 8,400, and Japan's from 14,400 to 1,900. In woollen and worsted tissues the decrease is not so marked. Marked increases are shown in some of the iron and steel exports to various centres. The exports of tin plates and sheets to China increased from 828 tons in February, 1920, to 3,235 this year, and Japan's imports of steel bars, angles, etc., increased from 890 to 735, while in the miscellaneous iron and steel class of iron and steel manufactures the Straits Settlements increased their imports from 367 tons in February, 1920, to 1,384 last month. In galvanised sheets, on the other hand, big all-round decreases are shown in the exports to the Dutch East Indies, Japan and the Straits Settlements. In the imports section, a remarkable decrease is registered in tea from China, which in February of this year amounted to only 167,044 lbs., against 1,532,472 in February, 1920, while the imports from Java and Netherlands increased from 1,131,869 to 4,094,292. Imports of silk from China fell from 61,114 lbs. in February, 1920, to 14,797 this year, while no return is made of any import from Japan during last month. The imports of rubber from the Dutch East Indies increased from 7,350 cents in February, 1920 to 10,726 this year, but the figures for the Straits Settlements and F.M.S. show big decreases in the corresponding month, those of the former falling from 62,921 cents to 46,812, and of the latter from 75,570 to 47,030.

MISSION OF HEALING.

LARGE ASSEMBLY OF CHINESE.

St. John's Cathedral was filled yesterday morning for the first service of the Mission of Healing being conducted by Mr. J. M. Hickson. The Chinese largely predominated in the assembly. In the nave were seated those who had filled up cards naming the ailments of which they complained; the people themselves, not their medical advisers, had supplied these particulars. In front of our representative was a child whose card said that she was dumb; a woman had "lung trouble and weakness" and another "cancer of the breast."

Mr. Hickson, in a preliminary address, which was translated, sentence by sentence, into Chinese, described the service as a corporate act of faith. "You are not coming to me," he said, "as though I had power to heal, for I have none. I want you to pray, for as your body is openly anointed in the laying on of hands, our Lord Jesus Christ will inwardly anoint and heal you. Our Lord's healing is not only for physical troubles; it would be to dishonour God to come to Him just to get rid of our physical aches and pains, without any desire for amendment of life."

"The devil sometimes prompts the question, 'Is this sickness a visitation of God for my spiritual good? That is one of the cleverest cards the devil ever played. Christ did not go about scattering the germs of consumption and cancer and other horrible diseases. How terrible to think that such a doctrine has been preached! It is not of God, and is nothing short of blasphemy.'"

For two hours the sufferers proceeded to the Altar in single file, under the guidance of those acting as ushers. The missionary performed the laying on of hands, in each case, and offered a prayer. One of the clergy pronounced a prayer also before each patient returned to the nave. In this way some few hundreds of people received ministrations in the course of the morning.

THE NAVY LEAGUE.

Admiral Sir E. Fremantle together with four other gentlemen, viz. Mr. Arnold White, Mr. A. Hurd, Colonel J. Gretton and the Rev. J. A. Forrest, has resigned from the Executive Committee of the League, the reason being, in his case, "dissatisfaction with the League's manifest lack of a definite policy on Britain's naval future."

TORIC LENSES ARE AROUND.

With a deep inner curve, which conforms to every movement of the eye and makes the sight equally clear in every portion of the glass. Toric will set closer to the eye than the ordinary flat lens thus doing away with the annoying reflections from the edge of the glass. For those who wish the very best in lenses, we recommend toric. The Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting Opticians, located in Queen's Road, Central manufacture Toric on all prescriptions in White, Smoke, Amber, Crookes or Flourescent.

RANDOM REFLECTIONS.

The new Stamp duties form the chief topic of general conversation. They are, of course, very generally condemned, because nobody likes paying imposts. The Bill is described as "unworkable," and the inquisitorial powers vested in the collector are regarded as likely to prove very hurtful to the trade of the Colony. Another objection advanced is that it will require a small army of officials to see that the duties are paid, and that the final result will be that much trade will be driven from the Colony.

Personally, I "have no doots" about all three of these objections. Taking the last first, what reason can be offered for supposing that there would be any general attempt at evasion? The terrible pains and penalties which threaten evaders and even defaulters would make people very careful to see that they do not bring themselves within the meshes of the law. As to the other objection that the imposition of the new duties—for example those on agreements for sale, and on share contracts—will prove burdensome and hampering to trade, I doubt if the objection will stand investigation. Though it is perfectly true that in boom times cargoes or blocks of shares may be "transferred in the street" by word of mouth half a dozen times in a single day, I presume contract notes follow each transaction. Whether it is the case now or not, it will have to be in the future if the new Bill is passed. A stamp duty on every bought note and every sold note, of \$2 when the consideration does not exceed \$10,000 and \$5 when it does exceed that figure, is hardly likely to put the brokers out of business. The brokers indeed will not bear the tax themselves. "Any stamp duty on a contract note may be added to the charge for brokerage or agency and shall be recoverable as part of that charge." I haven't much sympathy with the kick against the taxation of share market gambling. Speculators in the share market, in my opinion, are the very people who ought to be taxed. They do not—like the merchant who sells piece goods or any other merchandise—benefit anybody but themselves, and it would not hurt the legitimate business interests of the Colony one iota if all speculative buying of shares ceased.

What alternative to increased taxation is there but retrenchment and severe economy in Government expenditure? There is only one temporary expedient that I can think of. Some six months ago the Government was counting upon getting a million dollars or more by the sale of the old Post Office and Supreme Court site. They failed to get a bid. Yet within the last few months some very large properties have been sold in the immediate neighbourhood. That million dollars, if it could have been obtained, would have saved the Colony from either the increased rate on the assessment or the new Stamp duties. What steps are the Government taking to dispose of that property?

I have heard a question asked as to whether there is any connection between the many large property sales that have taken place recently and the new Stamp duties which were foreshadowed some time ago, but have just been made public by the presentation of the Bill in the Legislative Council. The Treasury certainly has lost a very large sum by the delay. The feature of the tax on agreements for the sale of property is that it imposes an *ad valorem* duty on the profits of the sale—that is, to say, on the consideration received in excess of the consideration for the original sale, there is a stamp duty of 50 cents per \$100 where the consideration does not exceed \$5,000, and \$1 per \$100 where it does exceed that sum. On one of the recently sold properties I reckon the duty would have amounted at least \$5,000.

The Director of Public Works is to be congratulated on his ingenuity in discovering a new excuse for the new motor (lorry) road to the Peak. But can he promise us that the economy to be effected in the mechanical transportation of building material by that route will go into the pockets of the public and not find its way into the insatiable maw of the ring of building contractors? It seems a pity in view of the justification now offered for the road that granite setts were not used for paving it.

There does not appear to be any foundation for the report that the road to the Peak is to be named the "Road to Ruin."

Who will be elected to the impending vacancy in the representation of the Chamber of Commerce on the Legislative Council owing to the temporary absence from the Colony of the Hon. Mr. P. H. Holyoak? At first sight it would seem that it did not matter a row of pins who was chosen to serve for a short term like two months, but it appears to be regarded in the light of "pegging out a claim" for future consideration, and sometimes, when opportunity offers, the Government convert a *locum tenens* into a permanent incumbent. At the moment, owing to the annual exodus, there is a dearth of candidates. So far as I can gather, Mr. A. O. Lang is the only one who can be said definitely to have entered the lists at the moment, though other names are mentioned.

We are a long time waiting for the findings of the Marine Court of Inquiry into the loss of the *Hong Mui* with its terrible death-roll. I understand the delay is due to a member of the Court being absent from the Colony and the finding is awaiting his signature. There are circumstances connected with that terrible disaster which call for some public comment, but I presume the newspapers are waiting for the findings of the Court.

In his sprightly communication, last week, Pte. J. E. Graham, of the 2nd Wiltshire Regiment, raised a nice point in ethics when he said that a letter to the Editor must be signed by name. Where no special purpose is served by publication of a name—e.g., where the subject discussed is an impersonal one, and no comments are made upon an individual—anonymity, I suggest, may be nothing more than the index of a modest, retiring temperament, one of those shy spirits so sympathetically delineated by Mr. Arnold Bennett in "Buried Alive," to whom the publication of his name in "caps" at the foot of a letter would be a real agony. Not that I suggest that Private Graham's forehead is of brass because he does not veil his identity behind the *nom de plume*: "Bugler, Wilts. Regt." These things are a matter of temperament.

What a hand in the discussion of "The Plea for Peace," I wonder was it ever Pte. Graham's fortune to be "in tents" in one of the camps round Aldershot? If so, he will recall that in that focal point of Britain's military glory it is usual for buglers to be taken a mile or two from the camps before they engage in their daily rehearsals of all the calls from "reveille" to "lights out." In Aldershot, the brain work ("if any," as Pte. Graham would say) of Generals and Colonels is not allowed to be disturbed by the sweet strains (though rather painful in ceaseless iteration) of "You can be a defaulter as long as you like" and "Come to the cook-house door, boys."

I quite agree that our military friends get plenty of exercise. I would take them to some more remote spot by tram, or it might be pleasant for them to conduct their little entertainment from a snaphin in the harbour! One other point: Pte. Graham's historical sense is surely at fault when he prays for deliverance from the suggestions of civilians. He has forgotten that the Army only exists by virtue of an Act which has to be renewed every year; that a "civilian" is Secretary of State for War; and that, in the happy phrase of a distinguished lecturer at the Army School of Education, Newmarket, the principle of British Government is "lay administration tempered by professional advice."

Although nearly a fortnight has elapsed since the Catholics held their "Press Day," I have not seen any suggestion yet for showing a similar attention to the rest of us. Are we to conclude that it would be an act of supererogation, like painting the lily, or that we are just praying for it?

A little thing that strikes me about the Census paper which is now being distributed is that in filling up the form the Chinese and the Japanese will, as is the common practice, be writing their surnames first, while Europeans are bidden to write their Christian names first.

We have been hearing something about the overcrowding in Chinese tenements lately, but the Census will reveal that there is a "great deal of overcrowding" at the foot of next column.)

HONGKONG IN "THE HOUSE."
THE SALE OF A CONCUBINE.

In the House of Commons on March 8th, Major Nall asked the Secretary of State for the Colonies whether he is aware that on December 18th, 1920, before Mr. G. Orme, at the Magistracy, Hongkong, a Chinese woman was charged for that she, with another person not in custody, did obtain by false pretences the sum of 30 dollars, and that Inspector Caygill, who had charge of the case, said the defendant represented her sister to be an unmarried woman and arranged for her sale to a man with whom the sister was to live as his concubine, the defendant receiving the price of 30 dollars; the charge being based on the fact that after two days the sister disappeared, and thereupon the defendant was arrested on the charge of obtaining money by false pretences; and is the sale of one woman by another for the purpose of becoming the concubine of a man recognised in a British court of justice and given sanction to by the British officials acting as the prosecutors?

Lieut.-Colonel Amery: I have seen an account of the charge in question, but I am not aware whether it was proceeded with or what view was taken by the magistrate. The answer to the last part of the question is in the negative.

OPIUM IMPORTS TO
HONGKONG.

In the House of Commons, last month, Mr. Gershom Stewart asked the Secretary of State for India if he would state the amount of opium shipped from India to Hongkong and the Straits Settlements respectively in 1920; whether such opium is for local consumption only; whether, if the amount shipped is in excess of local requirements, what steps, if any, are taken to prevent the surplus being smuggled into China; and whether any opium was shipped direct from India to Macao and the Dutch East Indies, and, if so, how much?

M. E. S. Montagu: I regret that complete information regarding the question asked by my honourable friend is not available at present. I have asked the Government of India to supply it. As regards the prevention of smuggling from Hongkong into the Straits Settlements, I will ask my right honourable friend the Secretary of State for the Colonies if he can furnish the information.

crowding by the poorer class of Europeans, owing to H.C.L. especially high rents. Any one who takes a walk in Kowloon and notes how many of the small houses have their verandahs now enclosed in order to provide additional living accommodation, will be able to take in the position at a glance.

At a recent meeting called to make arrangements for the next Dog and Poultry Show there was some discussion on a suggestion to revive the local Society for the Prevention of Cruelty to Animals, but it developed that there was a lack of ideas "how to go about it," and it was decided to call a meeting specially to consider the subject. I might draw the attention of the promoters to the fact that what appears to be a well organised Society of the kind exists in Kobe where it has been running for about fourteen years. Last year the Society dealt with 3,250 cases. It has a valuable supporter in the Governor of the Prefecture who presided at the recent annual meeting of subscribers and mentioned that he himself had addressed conferences of school inspectors as well as of mayors and county chiefs on the necessity of inculcating a love of animals, but admitted that there was "much work needed in order to change customary habits." It is probably true of the Chinese as well as the Japanese that much of the cruelty to animals we see practised is due more to ignorance than anything else.

Sir Ernest Pollock, who is a cousin of the Hon. Mr. H. E. Pollock, K.C., is a candidate for the Speakership of the House of Commons, and his appointment seems highly probable. From the latest Home papers I gather that the only other candidate in the running is Mr. Whit-joy, who is Chairman of Committees. Sir Ernest Pollock's legal training, genial manner, and general popularity, combined with a fine voice and good presence, are regarded as "just the qualifications" for the Speakership.

ROBERTSON-BARNES.

"IF CHRIST CAME TO
HONGKONG."
OUTSPOKEN ADDRESS BY A
NAVAL CHAPLAIN.

The Rev. Gordon W. B. Statt, R.N., Chaplain of H.M.S. *Titanic*, who saw service in the ranks with the Australian Expeditionary Force during the war, preached a forceful and outspoken sermon at St. John's Cathedral, Hongkong, on Sunday evening. In the course of his remarks, Mr. Statt referred to local newspaper comment on "Brawling Sailors" and put in a plea for some effort on the part of residents to make up to sailors and soldiers, too—for their deprivation of home life while attached to this station.

Mr. Statt was dealing with the Gospel narrative of the exorcism of the evil spirit from the demoniac of Gadara and the request of the people, in their fear, that Christ would depart from their coasts. This seemed (he said) a startling request after a miracle had just been performed, but the world and the individual all-too-frequently found Christ too near to be pleasant. Men kept their besetting sins on a chain and when Christ came to them they thought how good it would be to get rid of this or that beastly habit. But then, they would reflect further, it meant the surgeon's knife, it meant giving up something comparatively harmless. Was it worth it? And so, like the Gadarenes, they besought Christ to "depart from their coasts."

Consider our relation (Mr. Statt continued)—to the deep social sins of the world,—immorality and drunkenness. We shrink in horror if a drunken man passes us; we shudder as we pass the end of a street where a brothel is. We look at our asylums,—full of the results of immorality; our prisons,—full of the results of drink; and both the outcome of selfishness.

If Christ came to Hongkong, said Mr. Statt (in a passage which recalled the *furore* in religious circles when Chas. M. Sheldon published his book, "In His Steps," or "What would Jesus do?")—if Christ came to-night to Hongkong, I am certain he would not occupy this pulpit, or even be in this Cathedral. He would be in the Hongkong Hotel bar, the Astor House Hotel bar, the King Edward Hotel bar, in Sampan Street, and other streets like it and He would

say to the men there as he Zacharias of old: "Come along, my lad, for to-night I must stay at thy house." I read in the local newspapers about "brawling sailors"—I take it that means soldiers, too. I ask, "What have you, the respectable Christian people of Hongkong, done for these men?" They go on leave; what is there for them to do in Hongkong except go to the public-houses or the pictures? Not that I am saying public houses are wrong,—I often visit them myself,—but what opportunity of home life have these men? How much have those who live here done to help them against the temptations which surround them? We say, it has always been like this. Immorality has always existed; drinking in excess is in evidence in every naval or military centre. At first, we may support some reformer but, too often, when we see how drastic the remedy must be we drop the idea of reform and adopt the attitude of the people of Gadara and beseech Christ to depart from our coasts.

In a conversation with a representative of the *Hongkong Daily Press*, on H.M.S. *Titanic*, after the service, Mr. Statt went more into detail in regard to his remarks as to bringing sailors and soldiers into contact with home life in the Colony. "How surprised visitors would be," he said, "if they found bluejackets invited to meet them at a dinner party on the Peak! And yet why should they be surprised? General invitations addressed to the men in the mass are of no use. If I received a request to 'come along and bring half-a-dozen of your men' the thing would be done." Mr. Statt mentioned that he had taken large parties in response to private invitations in other ports and the men's conduct had been unexceptionable. They were nature's gentlemen. "Mind," he added, "the men don't want charity or patronage, but a friendly meeting on equal terms." A garden-party at Government House, a picnic at Repulse Bay at the invitation of the Hongkong Club, were some of the suggestions that occurred in the course of the chat.

STRAITS SETTLEMENTS TRADE
RETURNS.

The trade returns of the Straits Settlements show that the total value of the imports for the fourth quarter of 1920, for Singapore was \$117,000,000, a decrease of \$37,000,000, compared with the same quarter in 1919. For Penang, \$40,000,000, an increase of \$3,000,000. The total value of the exports for the same period was:—Singapore, \$129,000,000, Penang, \$43,000,000, decreases of \$68,000,000 and \$11,000,000 respectively.

LANE, CRAWFORD'S
MEN'S SECTION
SUMMER WEIGHT
PYJAMAS

MERCERED COTTON \$8.50

IN SMART COLOURINGS.

LIGHT WEIGHT UNION \$8.00

IN FANCY STRIPES.

TROPICAL "VIVELLA" \$14.50

WITH OR WITHOUT COLLAR.

ALSO A LARGE SELECTION IN

"AERTEX" "COTELLA" "AZA"
"CLYDELLA," ETC.

The Materials used in the making of these garments have been chosen for the softness of finish ensuring that comfort in wear so necessary to the ideal sleeping suit.

SMART DESIGNS IN

BATH ROBES

\$8.50 to \$27.50

NAVY ONE PIECE

BATHING SUITS

TRIMMED WHITE OR SCARLET

\$3.50 per suit.



LANE, CRAWFORD & CO.

SHERWOOD'S RYSTOLITE

THE IDEAL ENGLISH ENAMEL

Sold in quarts, 1 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

HONGKONG.

Tel. 1741.

97

JUST RECEIVED

AN ASSORTMENT OF

MUSIC CASES

BLACK & BROWN LEATHER

AIRMANS CLOTH.

THE ANDERSON MUSIC Co., Ltd.,

16, Des Voeux Road Central.

[84]

Powell

TELEPHONE 3145.

GENTLEMEN'S
HIGH-CLASS OUTFITTERS.

COOL

SUMMER

UNDER

WEAR.



SPECIALITIES!

"AERTEX" CELLULAR IN COTTON AND LISLE.

We have also a complete stock of
"MORLEX" UNDERWEAR in
INDIA GAUZE, "FLEXINET,"
SILK and WOOL and PURE WOOL.

WE INVITE INSPECTION.

NEW ADVERTISEMENTS

NOTICE

WE have this day been appointed AGENTS for the **EXPRESS LIABILITY ASSURANCE CORPORATION, LIMITED**, ARNOLD BROTHERS & CO., LTD. Hongkong, April 18th, 1921. [823]

NOTICE

TAKE NOTICE that L. LUM, late Manager of the **HONGKONG TAILORING CO.** of No. 16, D'Almeida Street, Tailor, has no longer authority to act for that firm in any capacity either by way of entering into contracts with or without the consent of the firm, receiving money on behalf of the firm, or in any way pledging the firm's credit, and that the firm will not be responsible for any contracts entered into on its behalf by L. LUM after this date or recognize any payments made to him as for its account.

Dated the 18th day of April, 1921.
THE HONGKONG TAILORING CO. [824]

HONGKONG GENERAL CHAMBER OF COMMERCE.

URGENT NOTICE

A GENERAL MEETING OF MEMBERS will be held in the Old Chamber of Commerce Room, CITY HALL, on THURSDAY, 21st inst., for the purpose of ascertaining the views of the General body of Members as regards the proposed STAMP ORDINANCE 1921. This meeting will be held immediately after the meeting called for the purpose of nominating a Representative of the Chamber for the Legislative Council.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, April 18th, 1921. [827]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
JELINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"AGAPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 18th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th April will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th April, 1921, at 10 a.m.

Butterfield & Swire, Agents.
Hongkong, April 17th, 1921. [825]

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE

FROM NEW YORK.

THE Steamship "KAWENGA" having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, Kowloon, where delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after April 25th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before 2nd May, 1921, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on any TUESDAYS or FRIDAYS, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, April 16th, 1921. [826]

G. R.

NOTICE

IT IS NOTIFIED for information that a CASE OF RABIES has occurred within the Eastern District of the City of Victoria. All dog owners are advised to exercise strict supervision over their dogs, and to keep them on leash in public places.

The Police have orders to enforce strictly the provisions of Section 16 of the Summary Offences Ordinance, viz—

16—(1) It shall be lawful for any police constable to destroy any dog or other animal reasonably suspected to be in a rabid state, or which has been bitten by a dog or other animal reasonably suspected to be in a rabid state.

(2) The owner of any such dog or animal who permits the same to go at large, after having information for reasonable ground for believing it to be in a rabid state, or to have been bitten by a dog or other animal in a rabid state shall be liable to a fine not exceeding two hundred and fifty dollars or to imprisonment for any term not exceeding three months.

(3) It shall be lawful for any police constable to destroy any dog which is found straying or wandering about during the day-time without any owner and not wearing either a collar with the name and residence of the owner inscribed thereon or a current License Badge, and any such constable is hereby further authorized to destroy any dog which is found straying or wandering about between the hours of 10 p.m. and 5 a.m.

A. H. KING,
Acting Captain Superintendent of Police,
Hongkong, April 18th, 1921. [817]

INTIMATIONS

HONGKONG CRICKET CLUB.

OPEN CHAMPIONSHIP DOUBLES.
R. & H. HANCOCK & WONG PO KEUNG
& V. YANOVITCH.

WEATHER Permitting, it is hoped to hold this match on WEDNESDAY, April 20th, at 4.30 p.m.

RESERVED SEATS for this match may now be booked at the Pavilion by Members, Subscribers and those holding "Privilege Tickets."

Booking will remain open at the Pavilion until Noon on TUESDAY, April 19th, and will then be transferred to Messrs. MOUTRIE & Co. Tickets, Price \$1 each. [818]

GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held in LONDON on April 19th.

The SHARE REGISTER will be CLOSED from April 18th to April 20th, both days inclusive.

By Order,
LOWE, BINGHAM & MATTHEWS,
Colonial Registrar.
Hongkong, March 30th, 1921. [713]

WM. POWELL LTD.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices on TUESDAY, April 19th, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, and Statement of Accounts to the 31st December, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th April to the 20th April, 1921, both days inclusive.

By Order of the Board of Directors,
H. O. HOLT,
Secretary.
Hongkong, April 18th, 1921. [808]

NOTICE TO CONSIGNEES.

The Steamship "PERSIA"

FROM TRIESTE, VENICE, ADEN, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th April. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th April, 1921, at 10 a.m.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 20th April, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, April 14th, 1921. [8]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship "KAMAKURA MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of Holt's Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by April 21st, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by April 21st, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

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Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by April 21st, 1921, will be subject to rent.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Bones F. C. AD, AP, AW, BF, BG, BR, BV, KX, KY, LH.

FOR SALE—MOTOR BOAT "JEAN" length 35 feet, beam 8 feet, 45 H.P.M. 8. Thru-hull Engine, hull built by Messrs. Thornycroft in England, in good running order, comfortably fitted up. Price \$6,000, or open to consider an offer. Apply to F. GRAHAM & Co. Hongkong Electric Co., Ltd. [40]

OFFICES TO LET—2 or 3 Rooms with early possession, Central position, Reasonable rent. Apply Box LH, c/o Daily Press Office. [41]

FOR SALE—SAILING BOAT with auxiliary engine "Box Ami" or "Lux." Can be seen by request—Apply to E. THOMPSON, 12, Alexandra Buildings. [45]

OFFICE WANTED by Barrister. Good rent, suitable room. Prices \$200 and \$300 preferred. Apply Box LI, c/o Daily Press Office. [44]

FOR SALE—OFFICE FURNITURE, in excellent condition, comprising Desk, Leather-Seated Chairs, Cupboards, etc. Apply Box LJ, c/o Daily Press Office. [48]

DIOCESAN BOYS' SCHOOL, HONGKONG.

WANTED—A TEACHER of Shortland in the above School, commencing on 1st May. Two lessons three mornings each week. Apply to—THE HEADMASTER. [897]

WANTED.

EXPERIENCED CHINESE CLERK for Bookkeeping Department of large Commercial Firm. Apply, stating salary required, to—Box No. 815, Care of Daily Press Office. [815]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden, Early possession. Apply to—Box No. 588, Care of Daily Press Office. [588]

FOR SALE.

MERCER TOURING CAR—7 Seater. Complete with all accessories, including two spare wheels and one spare tyre. Apply to—LINDSEY & DAVIS, Alexandra Buildings. [801]

NOTICE.

MAJOR GENERAL Sir G. M. KIRKPATRICK, K.C.B., Retired, having to perform a duty, is leaving Hongkong on Friday, 19th inst., for a short period. He has now fixed 5.30 p.m., THURSDAY, April 21st, at the Royal Artillery Barracks, for the formation of an ex-Servicemen's organization in Hongkong, and he hopes that all those interested will be able to come on that date.

HEADQUARTERS, C.C.
Hongkong, April 18th, 1921. [816]

S.S. "MEINAM" COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON, ANTWERP, HAVRE, BORDEAUX & LA PALMICE in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 20th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th April, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas on WEDNESDAY the 20th April, at 10 a.m.

No Fire Insurance has been effected.

R. RODENFUSHER, Acting Agent.
Hongkong, April 14th, 1921. [810]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the press columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

INTIMATION

WATSON'S

DRY GINGER-ALE

FRAGRANT,

AROMATIC,

DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Pints \$1.25 per dozen.

Splits 80 cts.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

BIRTH.

DISMEYER.—At Shanghai, on April 11th, to Mr. and Mrs. JOHN A. DISMEYER, a son.

MARRIAGES.

HARRISON—HOKATER.—At Shanghai, on April 12th, Lieut. GEORGE A. HARRISON, R.N., only son of the late Lieut. Col. H. O. V. HARRISON, R.F.A., and Mrs. HARRISON, to Miss M. HOETER, daughter of Mr. and Mrs. M. Hoeter, of Shanghai.

SILVA—BARRETTO.—At the Rosary Church, Kowloon, on April 17th, Mr. FREDERICO L. SILVA, to Miss EYDIA M., daughter of Mr. A. D. BARRETTO. [822]

Hongkong Office: 10A, DES VOUX RD., C. LONDON Office: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 19th, 1921.

A CONTRAST.

Last week the registered electors of Shanghai, who number over 5,000 persons, were invited to pass at the annual meeting a resolution to increase the rates from 14 to 18 per cent., in order to meet the recommendations of a Commission on Municipal salaries. The newspapers were inundated with letters of protest, but the leading Shanghai paper on the day of the meeting made the comment: "One hardly expects any vocal opposition; owing to the obliquity which the speaker might thus earn, but one would not be altogether surprised if by a silent vote the rate-payers threw out the increase." This is just what has occurred; the meeting did not pass the resolution, and so the servants of the Municipality will not get the increases in their salaries that they expected. The letters published show that some people were feeling very keenly on the subject. Undoubtedly, say our contemporary, the extras already enjoyed by municipal servants in the way of doctored passages and freedom from rates constitute a large privilege in many eyes, and the fact that, over and above the proposed increase of rates, the Commission's recommendations regarding retirement and superannuation are still to come will cause further misgivings.

One cannot help contrasting what has happened in Shanghai with what has just happened in Hongkong. We have seen the Government's salaries bill increased by a million dollars without a word of protest being raised in the Council or out of it. We have seen the Government rush through the Council a Bill increasing our rates from 13 to 20 per cent., the taxpayers of Hongkong being given no opportunity to say whether they approved or not. At the same time other resolutions were rushed through the Council in the same way increasing the duties on Liquor and Tobacco, and a week later we had a new Stamp Ordinance introduced into the Council embodying proposals for increasing existing duties and imposing new ones, calculated to add an additional million dollars to the Government revenue from this source alone. Only in this latter case has an opportunity been given for public consideration of the proposals, and that simply because they are regarded as "a direct attack on Free Trade," which the Government, conscious of what this Colony owes to its freedom of trade, is inclined to strongly resent. The subject has yet to be debated. There can be little doubt that if these proposals were put before the general body of electors for decision, either here or Shanghai, they would be unceremoniously turned down, and the Government of Hongkong, with the object lesson in popular government afforded at Shanghai last week will doubtless feel more than ever devoutly thankful for a Constitution which makes the official hierarchy superior to public opinion. The Civil Servants in the Colony also, in the peaceful enjoyment of the added "luxuries and privileges" conferred upon them by the revised emoluments of the Civil Service, must likewise be feeling thankful that they serve in a Crown Colony rather than in a place where the public at large pull the purse strings. The contrast between the two places in the degree of civic interest displayed by the populace is certainly remarkable, but it is easily to be explained by the fact that the voice of protest in Shanghai always stands the chance of prevailing; while here in Hongkong it never does. The solid phalanx of the Chinese taxpayers is a formidable force.

A special meeting of members of the Hongkong General Chamber of Commerce is called for Thursday next to discuss the proposed new Stamp Ordinance.

The total output of the Kailan Mining Administration's mines for the week ending April 2nd, amounted to 62,844 tons and the sales during the period, to 60,690 tons.

The shipping community at Singapore has been officially notified that non-Chinese passengers, including Indians, will not be permitted to land at Hongkong without passports.

The wedding was solemnized at All Saints' Church, Tientsin, recently, of Mr. E. E. Sedgwick, acting accountant of the Tientsin branch of the Hongkong and Shanghai Banking Corporation and Miss Nora Tufton.

A Chinese News Agency states that "superficially the Cantonese are rather elated over the election of Dr. Sun Yat Sen as President, and have been firing crackers in the streets in celebration of the occasion; but wealthy residents and merchants are secretly moving their families and valuables to Hongkong and Macao for safety."

With the intention, as stated by the native papers, of preventing the machinations of rice profiteers, a group of Chinese rice merchants propose to organize a great company for the sale of rice in Hankow. These merchants have invited the Wu-Han authorities to join them as shareholders and superintend the adjustment of the sale of rice by other merchants. Which suggests the old query, who will hold the stake-holders?

A Chinese aviator, named Chen Ying-chun, was severely injured on Thursday afternoon, in Canton, trying to land on the Aviation ground after a trial flight in a new machine. Something went wrong with the engine and the machine dropped to the ground and was badly wrecked. The aviator was conveyed to a hospital where it was ascertained that some of his ribs were broken and one of his arms fractured.

A delegation of twelve silk-merchants from Shanghai, headed by Mr. Ting Ju Ling, president of the Yung Yoo Silk Hong, visited the Lyons fair and various silk establishments. The Syndicate of the Lyons Silk Merchants gave two receptions and a theatre party in their honour and they were the guests of the Chamber of Commerce at a banquet offered to the President of the French Republic. They are returning to China per s.s. *Andre Lebou*.

Mr. Rodney Gilbert, writing in the *N. C. Daily News* on "Russians under Chinese jurisdiction" says: "The Legations are in possession of a great deal of evidence from Russian sources tending to prove that the Chinese are wholly unfit to administer justice to Europeans." He mentions that something over 5,000 unfinished cases in which Russians are involved are now pending in the courts and more than 200 prisoners are held by the Chinese pending settlement of criminal cases.

Before Mr. R. E. Lindsell, at the Magistracy, yesterday, J. M. S. Xavier, of No. 13, Morrison Hill Road, was summoned by the Hongkong Tramway Co., for having unlawfully and willfully interfered with the comfort of the passengers of tram car No. 21; and having obstructed and impeded the conductor of the car in the execution of his duty; also with having assaulted the conductor. Mr. T. Rowan, who appeared for the defence, entered a plea of "not guilty." The defendant was fined \$10 on the charge of assault and \$5 for obstructing the conductor in the execution of his duty. The other summons was dismissed.

Our Shanghai contemporaries, we note, have been requested by the Bureau of Foreign Affairs to state that a number of cases where Germans landing in China have failed to report themselves at the Bureau, produce their passports, and be registered, have been brought to the attention of the authorities. The regulations relating to Germans are still in force, and all Germans must register themselves at the local Bureau of Foreign Affairs; otherwise "not only will the usual facilities be withdrawn, but severe steps will be taken against all offenders. This applies also to Russians, who however, must register with the Bureau of Russian Affairs, and other unrecognized foreigners.

A union of clerks has been formed at Penang. A paragraph in a Southern newspaper states:—"A meeting at the Chinese Town Hall, attended by over a hundred clerks and others, discussed the formation of a Clerical Association or Union in Penang. Mr. G. H. Goh, who presided, urged the need for combination among clerks, book-keepers, stenographers, typists, salesmen and compradores. The Association's activities, as has been suggested elsewhere, would include the holding of evening classes, unemployment assistance, medical attendance at a cheap rate for illness and an insurance system. The proposal for its formation was carried unanimously, and a sub-committee was appointed to frame rules."

LOCAL WEDDING.

SILVA-BARRETTO.

A pretty wedding took place at the Rosary Church, Kowloon, on Sunday afternoon, between Mr. Frederico L. Silva, of the Eastern Extension Telegraph Co., and Miss Eydia M. Barretto, daughter of Mr. A. D. Barretto, of Messrs. J. M. Hoch & Co. The Rev. Fr. Spada officiated.

The bride, who was attired in a beautiful gown of champagne, trimmed with Chantilly lace and pearls, was given away by her father. She was attended by the Misses M. Monteiro, A. Leon and O. Barretto as bridesmaids and by Misses M. Cruz and L. Cruz as flower girls. The groomsmen were Mr. O. D. Barretto and A. A. Baptista. After the ceremony, a reception was held at the Club de Recreo. The honeymoon is being spent at the coast ports.

A large number of handsome and costly presents were received.

What of Mr. Churchill of the Colonial Office? "I have been told by an experienced observer, that Mr. Churchill's zeal, intelligence, and imagination are of great value when he first assumes office," writes a London correspondent. "But when he has found his feet he is apt to let impulse carry him away and to rely too much upon his own undoubted ability rather than upon the experience of expert advisers. If he can combine some of Lord Milner's quiet sagacity and statesmanlike balance with his own driving force and breadth of view, he may make the most successful Colonial Secretary since Joseph Chamberlain."

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

MINERS' STRIKE.

LONDON PARKS OPEN AGAIN.

London, April 18th.

The London parks, which were closed for use as distributing centres of milk and food, have been re-opened.

AMERICAN AND CHINESE COAL PROSPECTS.

London, April 18th.

Coal factors are preparing to import American coal, of which large quantities are available for shipment. They declare that, despite the fairly high price, the landed cost of American coal is actually less than that of British coal. Labour and other difficulties are preventing a general acceptance of the offer. Moreover, the Government is at present commandeering all imported coal.

Chinese coal is also offered, but the Navy will take at least six weeks. Chinese coal is regarded as not cheap fuel, but the quality is good.

EARLIER CABLES.

MINERS IN DIFFICULTIES.

London, April 17th.

Reports from the coalfields, where distress is growing owing to the exhaustion of strike funds, indicate that the miners are staggered and angered at the decision of their partners in the Alliance. The more moderate men are inclined to negotiate a wage settlement on the district basis, and many are said to be anxious to resume work immediately, but the extremists are urging a national appeal to workers to join in the strike and that steps be taken to prevent even officials pumping the pits.

Meanwhile, military and other emergency arrangements continue, costing £250,000 daily. The Board of Trade announces drastic restrictions in the use of fuel, light and power. The cancellation of many main line trains on Monday is notified. The coal shortage is resulting in long queues in London for permits to purchase.

FURTHER COAL RESTRICTIONS.

London, April 17th.

The Government is further restricting coal consumption. Hitherto, important industries have been allowed fifty per cent. of their normal supplies. Henceforth this can be permitted only in exceptional circumstances. Heat, light and power undertakings have received peremptory instructions to reduce their supplies. Train services will be further reduced to-morrow.

SANITY OF BRITISH WORKER.

London, April 18th.

The general conclusion in regard to the strike situation is that, as on previous occasions, it shows that the Communist element, though exceedingly local, represents an infinitesimal minority of British workers, of whom the great majority are law-abiding citizens whose voices have not been heard in the deliberations of their Unions, but whose weight is irresistibly felt in such a crisis as that just past.

Reports from all parts of the country showed a growing reluctance to embark on a disastrous struggle for what were regarded as political and not strictly economic ends. The elaborate preparations made by the Government to maintain transport of food by volunteers had been largely supported by the working class, many of whom frankly looked forward to transferring their services during the strike from the Unions to the State. There was no enthusiasm anywhere for anything like a revolution.

AUSTRALIAN CRICKETERS.

ARRIVAL AT TOULON.

Toulon, April 17th.

The Australian cricketers have arrived here aboard the Orient liner *Osterley* after an excellent voyage. They are in the best of health, and are convinced that they are going to win. They will proceed overland to England to-morrow.

LATEST CABLES.

CARGO PILFERAGE.

INTERIM REPORT OF CHAMBER OF SHIPPING.

London, April 18th.

The interim report of the Committee of the Chamber of Shipping on pilferage of goods in transit emphasises the fact that the average claims paid by seven different steamship companies engaged in the same trade ranged from 21d. to 62d. per ton of cargo, and says that there is evidence of divergence, mainly due to the varying practices aboard in regard to tallying and watching. It recommends efficient control and supervision of loading or discharging by ship's officers or other members of ship's company, also stricter scrutiny of persons and conveyances entering or leaving dock areas, and a more exacting system of goods passes for merchandise removed from the docks.

FUNERAL OF THE EX-KAISERIN.

SPECIAL TRAIN FOR POTSDAM.

Dorox, April 18th.

Late last night motor-cars drew up outside the ex-Kaiser's residence and the remains of the ex-Kaiserin were placed in one, and the ex-Kaiser entered another. The cortege proceeded in darkness to the Minam railway station, where the ex-Crown Prince was present in the uniform of the Red Hussars, also the Duchess of Brunswick, who was in deep mourning.

A short funeral service was conducted, and the body was placed in a special train bound for Potsdam. In the train were the ex-Kaiserin's younger sons and several members of the ex-Kaiser's Court. The ex-Kaiser and others returned to Doorn.

SEX DISQUALIFICATION REMOVAL ACT.

APPOINTMENTS RESERVED FOR MEN.

London, April 18th.

In consequence of the passing of the Sex Disqualification Removal Act of 1919, the Civil Service Commissioners have issued a regulation reserving to men all the posts in the following services overseas, other than posts for which women may be specially recruited: namely, the diplomatic consular services, the Government services of the Colonies and Protectorates to which appointments are made in the United Kingdom, and His Majesty's Civil Services in India.

All posts in the commercial, diplomatic and trade commissioner services are also reserved for men, except chief clerkships in the Trade Commissioners' offices.

WORLD'S GREATEST OIL FIELDS.

AMERICAN AIMS IN COLOMBIA.

London, April 18th.

The *Times* Washington correspondent says that the House of Representatives has passed the Emergency Tariff Bill.

Speaking in the Senate, Senator Lodge advocated the passage of the treaty, under which America pays Colombia \$25,000,000 for the cession of the Panama Canal Zone. Senator Lodge quoted the chief share in the exploitation of Colombia, which would probably become one of the greatest of the world's oil fields.

COTTON TRADE.

SIGNS OF REVIVAL.

London, April 18th.

There are reliable signs of returning prosperity in the cotton trade. Greater Harwood, which is wholly dependent on the Indian trade, now has preparation departments in full swing.

MR. GOMPERS MARRIED.

New York, April 18th.

Mr. Gompers, the President of the Federation of Labour who is a septuagenarian and was a widower, has married an Englishwoman, Mrs. Gertrude Neucheler, aged 38, who has long been associated with Mr. Gompers in his work.

MARTIAL LAW IN IRELAND.

POWERS OF CIVIL COURTS CURTAILED.

London, April 18th.

Sir Neville Macready has issued a proclamation forbidding, for the present, civil courts in a martial law area in Ireland from hearing claims for damages and injury brought against the forces of the Crown, unless specially sanctioned to do so.

EARLIER CABLES.

SHIPPING SLUMP.

DECREASE IN CONSTRUCTION.

London, April 17th.

The effects of the shipping slump owing to the fall in freights are strikingly illustrated by Lloyd's Register returns showing that mercantile shipping of less than 3,000,000 tons was under construction in the United Kingdom on March 31st, after deducting 817,000 tons, on which work has been suspended owing to the slump, or completion postponed owing to the joiners' strike. Compared with the quarter ending March 31st, 1930, the tonnage launched decreased by 148,000 tons, and the tonnage commenced by 113,000 tons; while the tonnage preparing but not commenced has fallen 75 per cent. compared with a year ago. The tonnage building abroad amounts to 3,288,000 tons, a decrease of 183,000 tons compared with March 31st, 1930, this being due to the continued decrease in the United States.

WRANGLER'S ARMY.

FRANCE REFUSES TO MAINTAIN IT.

Paris, April 17th.

General Wrangel's failure to accept France's suggestions as regards the disposal of troops has drawn from the Government a stinging note. It accuses Wrangel of ingratitude in the face of France's heavy financial sacrifices, amounting to two hundred million francs, and refuses to continue to feed troops who are leading a life of idleness. It further declares that Wrangel has established at Constantinople a kind of Russian Government, with the object of preserving an organised army, this being a violation of international law.

UNITED STATES AND RUSSIA.

SECRETARY HUGHES' REPLY TO MR. GOMPERS.

Washington, April 17th.

In a letter replying to an enquiry from Mr. Gompers, President of the Federation of Labour, Mr. Hughes, Secretary of State, says it is unquestionably desirable that commercial relations between the United States and Russia. The Government hopes that there may be adjustments in Russia enabling that country to resume its proper place in the economic life of the world.

H. B. WARING COMPANY.

SEASON OPENED LAST NIGHT.

At the Theatre Royal last night, the H. B. Waring Company opened its season with a powerful rendering of the drama, "The Witness for the Defence." Mr. Charles Quartermaine played the leading part of the barrister with distinction; as the heroine with a tragic story Miss Jeannette Sherwin revealed great depth of feeling and histrionic power. Mr. Frederick Annerley, as the murdered husband, had his stage career out short untimely; he gave a highly skilful performance in the first act but was not seen again. Mr. Wardley Hulce presented with great ability the part of the old gentleman with foibles—principally a craze for pamphleteering, and as his son, Mr. Frank Vesper raised a comparatively minor part to distinction. Mr. Christian Morrow was very convincing as a solicitor. The minor parts were admirably filled.

The play, a tragedy, 35 Anglo-Indian life, with many unexpected situations, was well-staged and thoroughly appreciated by a large audience. To-night a charming new play, entitled "Mr. Pim Passes By," written by Mr. A. A. Milne, the well-known *Punch* writer, will be given, and "The Merchant of Venice" is to be produced on Wednesday night.

FAR EASTERN CABLE NEWS.

NEW ZEALAND'S PREMIER'S PROPHECY.

(THROUGH REUTER'S AGENCY.)

PROBLEM OF THE PACIFIC.

NEW ZEALAND'S PREMIER'S PROPHECY.

AUCKLAND (N.Z.), April 18th.

Mr. W. F. Massey, the Premier, referring to the business of the Imperial Premiers' Conference, said that one of the most important matters to be discussed was naval defence, especially in the Pacific. He was sure that the Empire will have to go through another war, and it should be prepared. He would not commit the country to any avoidable heavy expense, but the time was approaching when New Zealand must assist in the upkeep of the Imperial Navy. The Government's policy should provide for a full share in the maintenance of the Navy.

FRENCH STEAMSHIP SERVICES TO THE FAR EAST.

Paris, April 18th.

The report concerning the new steamship services shows that the lines from Marseilles to Shanghai and Yokohama, and from Marseilles to Haiphong will be maintained, at least provisionally. The steamers of the former service will no longer call at Aden. Besides the old calls, they will make a fixed call at Penang, and a possible call at Fochow, while for the boats of the line from Marseilles to Haiphong the call at Singapore will become "facultative."

Ultimately, the two lines may be united with a terminus at Shanghai, and with a branch service from Shanghai to Yokohama.

SPECIAL CHINESE ENVOY TO FRANCE.

Paris, April 18th.

Chu Chih-chen, Special Envoy of the President of the Chinese Republic, on arrival in Paris for the purpose of further strengthening the Franco-Chinese intellectual and commercial bonds, will visit M. Millerand, and confer with a number of distinguished persons and the bodies concerned with the intellectual and commercial advancement of China. No fewer than three railway vans were needed to transport the numerous presents to France which Chu Chih-chen is bringing, including numerous pieces of valuable embroidery, one of which is reputed to have been made 3,000 years ago.

JAPANESE CROWN PRINCE AT PORT SAID.

Port Said, April 17th.

The *Kashima* and the *Katori*, with the Japanese Crown Prince, have arrived here. Local authorities, notable personages and Japanese residents of Egypt welcomed the Crown Prince of Japan aboard his cruiser. His Royal Highness proceeds to Cairo on Monday by special train.

JAPANESE VIGOROUS PROTEST TO GREECE.

London, April 18th.

The *Daily Telegraph's* Paris correspondent says that a Japanese steamer conveying one thousand Turkish prisoners of war from Siberia to Constantinople has been stopped by a Greek torpedo boat, and detained at Mytilene. The Japanese Government has lodged a vigorous protest, urging that, as Greece is not at war with the regular Turkish Government, Greece is not entitled to detain a ship bound for Constantinople.

NEW BISHOP OF SHANTUNG.

London, April 18th.

The *Primate* has nominated the Rev. Thomas A. Scott as Bishop of Shantung. The consecration will take place probably on June 29th.

IT WAS STATED AT HONGKONG THAT A WOMAN HAD NINETEEN CHILDREN.

The deputy clerk of the court said the average number for New South Wales.

JAPAN'S MARINE POLICY.

NEW LOAD LINE.

SHIPPING SUBSIDIES.

A load-line law, subsidization of new shipping lines and the establishment of a shipping laboratory are the principal features of the marine policy of the country for the fiscal year 1931, says the *Japan Advertiser*.

The question of enacting a load-line law has been pending since 1917, when it was officially taken up for the first time in this country. There has never existed such a law here, and its lack has been keenly felt, especially since Japan's shipping made such great development during the war when many new Japanese shipping lines were opened to various parts of the world. As Japanese vessels have not hitherto been controlled by anything, like a load-line law, sometimes disputes have arisen abroad regarding their shipments, and the law sanctioned by the Diet in the last session is designed to prevent both overpayment and underpayment and thus to enhance the credit of Japanese vessels abroad.

Though the law has already passed the Diet as translated in the *Japan Advertiser* at the time it was first introduced, no detailed regulations for its enforcement have yet been decided upon. Above all, special importance attaches to technical stipulations. A load-line can't be very effective unless it is recognised by other countries on the basis of reciprocity, and the recognition of such reciprocity depends on the technical provisions. To consider these stipulations, the Department of Communications has convened a conference of a number of shipping experts, scholars and officials, which will last for the next several days.

LAW TO OPERATE RECIPROCALLY.

Under the load-line law all owners of certain kinds of ships will be under obligation to have load-lines for their ships by the Department of Communications or by foreign or Japanese marine corporations recognised by the Government. Of the ships covered by this provision, those engaged in ocean services come first, then those of not less than 500 tons, and then those of not less than 100 tons. Fishing boats, tug-boats, trawlers, dredgers and other small craft are not subject to the obligation. As to foreign ships coming to Japanese ports, they will be specially treated on the basis of reciprocity. That is to say, the load-line of a foreign ship belonging to a country which recognizes that of a Japanese vessel will be considered as valid as that of a Japanese ship, and other privileges and immunities are to be reciprocated.

Though no load-line law has so far existed in this country, most of the large coast-going ships already have their load-lines fixed by corporations recognized under the present law, and this is also the case with the smaller coasting ships built in Great Britain. The vessels which must have load-lines fixed consist of 1,070 steamers and 195 sailing ships. The load-lines for these ships, apart from those to be built in the future, are to be fixed during the next three years as follows: 300 steamers and 65 sailing ships in 1921; 280 steamers and 65 sailing ships in 1922; and 460 steamers and 65 sailing vessels in 1923. It is understood that one-third of the task will be entrusted to the Japan Marine Corporation.

The marine expenditure of the Department of Communications, including shipping subsidies, will amount to ¥7,209,300, showing a decrease of ¥1,290,851 as compared with the figure for the previous year. One of the reasons for the decrease is the substitution of payment of mail fees for the shipping subsidy for the Antwerp, Puget and Melbourne routes, and the Nippon Yusen Kaisha. From the current fiscal year this subsidy, which last year amounted to ¥3,150,000, will be abolished, and ¥1,450,000 will be paid instead for the carrying of mails, a reduction of ¥700,000. In some other cases the amount of the subsidy has decreased automatically, owing to a decrease in the number of ships operated by the subsidized companies.

The amount of the mail fee for the three lines of the Nippon Yusen Kaisha was calculated on the basis of the annual average of the mails carried over those lines during the last several years and of the freight rate on silk goods. Of the ¥1,450,000, ¥850,000 is allotted to the Antwerp line, ¥420,000 to the Puget Sound line and ¥180,000 to the Melbourne line.

NEW LINES SUBSIDIZED.

No new ocean service has been added to the list of subsidized lines, but some coasting or near-sea lines have been newly subsidized. In order to enable the companies concerned to operate large ships, the subsidy for the Karafuto line has been increased by ¥70,000, and that for the Dairen line by ¥80,000. In addition to the new regular service from Hakodate to Nikolai, designed to facilitate communication between Japan and Saghalien and the maritime provinces of Siberia, for which a subsidy of ¥400,000 has been granted, as was mentioned yesterday, the present irregular service between Niigata and Sata is to be made regular, and for this purpose the Government will grant a subsidy of ¥20,000.

(Continued at foot of next column.)

THE "GOLDEN STATE."

THE PACIFIC MAIL CO.'S NEW STEAMER.

The steamer *Golden State*, the first one of the new 833ft. U.S. Shipping Board vessels to be run on the San Francisco-Orient service by the Pacific Mail S.S. Co., arrived in port yesterday, on her maiden trip.

Many new features are included in the ship's equipment. There is a tea garden with open veranda and lobby on the boat deck, while the bridge deck is enclosed in glass for half its length. Many of the first class state rooms are fitted out with bath rooms and other conveniences. The beds are fitted with box springs. There is accommodation for 220 first class and 300 third class passengers and two private suites, include accommodation for four servants. All the furniture and fittings are of the highest grade and the suites have mahogany writing desks besides other furniture.

Following are particulars of the vessel:—

Length over all	833ft.
Length between perpendiculars	518ft.
Beam, moulded	78ft.
Draft	28ft. 6in.
Deadweight tonnage	19,000
Gross tonnage	21,000
Sea speed	17 knots.
H. P.	12,000

The Pacific Mail Steamship Co. (Managing Agents for the United States Shipping Board) announce the arrival of the new passenger and freight steamer *Golden State*. The public are cordially invited to visit this vessel between the hours of 3 p.m. and 6 p.m., on Thursday, for which purpose launches will be available from Blake Pier.

THE NEW CABLE.

COMPLETION OF SINGAPORE-MADRAS CONNECTION.

The *Colonia*, the largest cable ship in the world, arrived at Singapore last week and landed the new direct cable from Madras to Singapore, which the Eastern Extension, Australasia and China Telegraph Company has put down as part of its present scheme of improvements. The landing, the *Strait Times* says, will be an event in the history of cable laying, and will mark a tremendous improvement in cable connection between here and England. It is a high speed cable with the largest size of conductors, and when it is working cabling from Singapore to London should be a matter almost of minutes instead of hours.

The cable will run direct from Madras, not touching Penang. It will be landed at the cable station at East Penang and connected by land line with the office, after which various tests have to be made. The *Colonia*, which belongs to the Telegraph Construction and Maintenance Co., Ltd., who are responsible for the work of laying the cable, is a vessel of 8,000 tons, and her arrival here is interesting to all connected with telegraphic work. She was here before, we believe, about 1913. The construction of the new cable is a big undertaking, necessitated by the ever-growing volume of business, and the completion of its laying is an important event for Singapore.

UNEMPLOYMENT IN STRAITS SETTLEMENTS.

WISE DIVERSION OF EXPENDITURE.

It is announced that "H.E. the Governor of the Straits Settlements having obtained, through the Secretary of State, His Most Gracious Majesty's permission, has decided to omit the customary celebrations in honour of His Majesty's birthday, and to send a contribution of £7,000, representing what would probably have been his personal expenditure on the Ball to the Unemployment Fund."

And the general verdict will be, says the *Singapore Free Press*, that His Excellency has acted not only wisely but generously. Sir Laurence Guillemard hopes that his action, approved by His Majesty the King, may furnish an example and provide an incentive to economy that may result in the contribution to the Unemployment Funds of money which might otherwise be expended on unprofitable extravagance.

The following list gives new subsidies and those continued from previous years, which are provided for the budget for the current fiscal year:—

Route	Subsidy
European, Antwerp to Yokohama	¥ 983,232
North America, San Francisco to Yokohama	1,104,137
Puget Sound	302,448
West coast of South America	848,796
East coast of South America	844,225
Melbourne	32,448
South Seas	370,000
Coast of South China	150,000
China line	437,000
Dairen	180,000
Shanghai	215,000
North China	170,000
Mainland-Hokkaido	80,000
Japan Sea	371,000
Nikolai	40,000
19 coasting lines	849,490

The proposed shipping laboratory is to be established in Tokyo at a cost of ¥7,700,000, and the work is to be completed during the next four years. The appropriation for the fiscal year 1931 is ¥1,110,000. The laboratory designed is to measure 250 feet wide and 200 feet

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"A RACE OF DEGENERATES."

SIR J. CANTLIE'S CRITICISMS.

Rotten teeth and trade union leaders are two causes of national degeneracy instigated by Sir James Cantlie. "You cannot raise a nation on rotten teeth," though that is what we are trying to do," he said at one point in a lecture, the first of a series, on "This Body in Health" at the Institute of Hygiene, Devonshire-street, W., last month. "The trade union leaders have ruined the physique of England," he said at another point.

On the question of teeth—Sir James said: "There are seven million people in London, and there are seven million dyspeptics, more or less; and yet people will not stand being called dyspeptics. They resent your finding such a thing as indigestion in their family. If you ask them if there is any cancer in the family, or insanity, or tuberculosis, they will confess it immediately. But indigestion, never. The cause of it all is bad teeth. Then the British children there are no better born into the world. Whether it is the poor man's child born in London, or the rich man's child born in the country, they are the inheritance of a fine race, and the inheritance has not yet died out. But their teeth are ruined to begin with, and you cannot raise a nation on rotten teeth, though that is what we are trying to do. What I should like is the formation of a National Society for the Prevention of Decay in Teeth. We are raising money to send people out to investigate various diseases in different parts of the world. Surely our children are more important than a crab on the West Coast of Africa, on which hundreds of thousands of pounds are being spent."

On the question of the expenditure of human energy Sir James said: "The capacity of the manual labourer, such as the farm servant or the blacksmith, is 300 foot tons in twenty-four hours. But does a workman to-day expend as much as his father did? He expends more like 150. He goes to his work late, and comes home early, and idles his time when he is there. He works half the time that his father did. He is getting 'larger.' The muscular power of his heart and his arm is going down. Here we are striking at the heart of England. The men who are supposed to have the grit have not got it. Their leaders, who make them loiterers, are making them a race of degenerates, not only lost in spirit, but lost in body. During the last ten years it has been nothing but strikes, strikes, and loitering, loitering, loitering. We have become, not workmen, but loiterers and sluggards. Carlyle called trade unionists 'sluggard and scoundrel' protection societies, but I am only pointing out, from the doctor's point of view, what the trade union leaders are doing. The doctor's contention is that they have ruined the physique of England. Loitering has got to be stopped. It is getting a more important question than politics or economics. The very health blood of the nation is going by the diverted use of trade unionism, which is lowering the strength and stamina of the nation. It is the doctor's duty to point out to the leaders of the trade unions what they are doing."

Sir James Cantlie also made the following remarks: "The healthiest baby in London is a baby at the Chinese Legation." "Capering young mothers who make show things of their babies only take them out so that people may look at them." "Out of 204 Lord Mayors of London only two were born in London, and these two were educated in the country." "What are we breathing in this room? Fresh air! There has never been fresh air in this room for twenty years." "The old man who has been bathing in the Serpentine every morning for forty years, says, 'Look at me, I say,' 'him, Yes, but where are the others!'"

ASCENT OF MOUNT EVEREST.

"What is our object in climbing Mount Everest? What shall we do when we get to the top?" These, said Colonel Sir Francis Younghusband, in a paper read before the Royal Geographical Society last month, were some of the questions which he was being asked as President of the Expedition Committee. He had even been asked on the telephone by an enterprising journalist to tell him for the benefit of his paper "what good there would be to the general mass of humanity in the ascent of Mount Everest." Now it was important, Sir Francis observed, that people should have no doubt or misgivings in their minds as to the good which would accrue, even to the general mass of humanity, from the ascent of Mount Everest.

The human race did not like to leave any spot in this little planet of ours unvisited, and for thirty years, at least, since General Bruce first put forward the idea, men had had the ambition to ascend the highest point on the earth. It was a very natural and praiseworthy ambition; General Hawling and many of the Alpine Club had entertained it. Lord Curzon also intended to further this ambition, and suggested, when he was Viceroy of India, that the Royal Geographical Society and the Alpine Club should take that would come from ascending Mount Everest was this—that once the highest peak had been climbed men would pluck up courage to ascend all manner of other mountains. Even to the obtuse mass of humanity it would then be evident that men were capable of higher achievements than they had ever imagined.

As to the advantages of mountain climbing in general, a Frenchman, a few days ago bore striking testimony. Speaking in London at the Institut Public, M. Leon Bernard, Minister of Public Instruction, told how his countryman had shared with Chateaubriand a dislike of mountains, but that the example of the English cured them of their prejudice and revealed to them in a new way the beauty of their country.

Mr. H. Halkett, at Lambeth Police Court, "A woman's tongue is a more dangerous weapon than a man's fist, very often."

BEAVERBROOK ON HAPPINESS.

THREE PILLARS—JUSTICE, MERCY, AND HUMILITY.

Lord Beaverbrook in the *Sunday Express* followed up a previous article on Success with another on Happiness. He had defined the three pillars of Success as Judgment, Industry, and Health. The three pillars of Happiness he takes from the Shorter Catechism: "To do justly, and to love mercy, and to walk humbly."

Justice, which is another word for honesty in practice and in intention, is perhaps, writes Lord Beaverbrook, "the easiest of the virtues for the successful man of affairs to acquire."

But real justice must go far beyond a mere fear of the law, or even a realisation that it does not pay to indulge in sharp practice in business. It must be a mental habit—a fixed intention to be fair in dealing with money or politics, a natural desire to be just and to interpret all bargains and agreements in the spirit as well as in the letter.

The idea that nearly all successful men are unscrupulous is very frequently accepted. To the man who knows, the doctrine is simply foolish. Success is not the only or the final test of character, but it is the best rough and ready reckoner. The contrary view springs from judging a man by the opinions of his rivals, enemies, or neighbours. The real judges of a man's character are his colleagues.

The second quality, Mercy, has been regarded as something in contrast or conflict with justice. It is not really so. Mercy resembles the prerogative of the judge to temper the law to suit individual cases. It must be of a kindred temper with justice, or it would degenerate into mere weakness or folly.

A man wants to be certain of his own just inclination before he can dare to handle mercy. But the quality of mercy is perhaps not so common in the human heart to require this caution. It is a quality that has to be acquired. But the man of success and affairs ought to be the last person to complain of the difficulty of acquiring it.

He has in his early days felt the whiphand too often not to sympathise with the feelings of the under-dog. And he always knows that at some time in his career he, too, may need a merciful interpretation of a financial situation.

The quality of Humility is by far the most difficult to attain. There is some thing deep down in the nature of a successful man of affairs which seems to conflict with it. His career is born in a sense of struggle and courage and conquest, and the very type of the effort seems to invite in the completed form a temperament of arrogance.

I cannot pretend to be humble myself; all I can confess is the knowledge that in so far as I could acquire humility I should be happier. Indeed, many instances prove that success and humility are not incompatible.

But there is certainly one form of humility which all successful men ought to be able to practice. They can avoid a fatal tendency to look down on and despise the younger men who are planting their feet in their own footsteps. The established arrogance which refuses credit or opportunity to rising talent is unpardonable. A man who gives way to what is really a form of jealousy is, above all others, the passion which tears the heart."

GODS AND LITTLE FISHES.

FINNY END OF ANCIENT GREECE HEROES.

Mud and manure are, when you reason it out, pre-eminent as brain food. This shortly, was the conclusion arrived at by Professor Thomson, in a lecture on "Freshwater Animals"—the fourth of a series on "The Haunts of Life"—at the Royal Institution. He arrived at it by this ingenious chain of reasoning:—

Brains are best nourished by fish. Fish eat water fleas. Water fleas feed on infusoria. Infusoria devour bacteria and mud and manure.

The professor proceeded to put other fascinating problems. "Is the modern decadence of Greece from its ancient prestige due to a shortage of little fish?" he asked, and said that conclusion might be quite plausibly argued from two premises.

Malaria had undoubtedly played a considerable part in the mental and physical degeneration of Greece and adjacent countries. Certain kinds of fish, formerly abundant, but now comparatively scarce, fed plentifully on the larvae of the malaria-carrying mosquito. The fewer of these fish the more mosquitoes. The more mosquitoes the fewer Greeks of the heroic pattern.

NON-STOP CHILD TALKER.

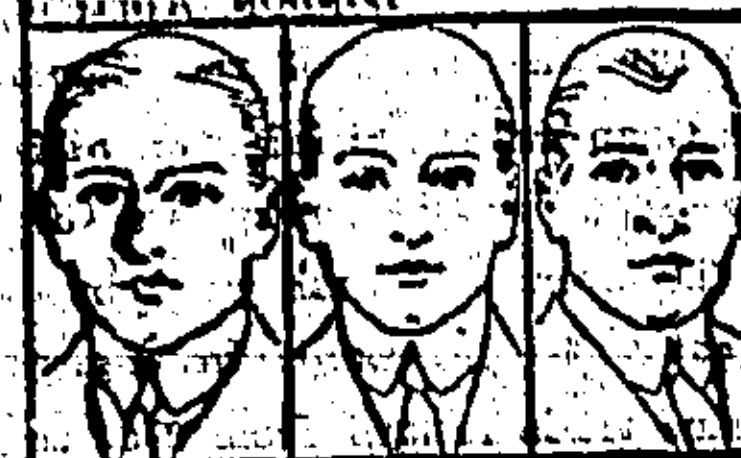
REPORT OF PRESIDENT OF THE SPINAL CORD.

The mystery of the baffling illness of little Miriam Rubin, aged eight, of Waukegan, Illinois, who had been talking coherently—but continuously—night and day since February 14th, was partly solved, on February 14th, when, after an operation, she slipped quietly into her first sleep.

The surgeons attending her, says a cable to the *Chicago Tribune* (Paris edition), discovered that one of her vertebrae was pressing slightly on the spinal cord.

This, in some mysterious manner, had caused the child to chatter away uninterruptedly for nine days on end without producing any other symptom of abnormality.

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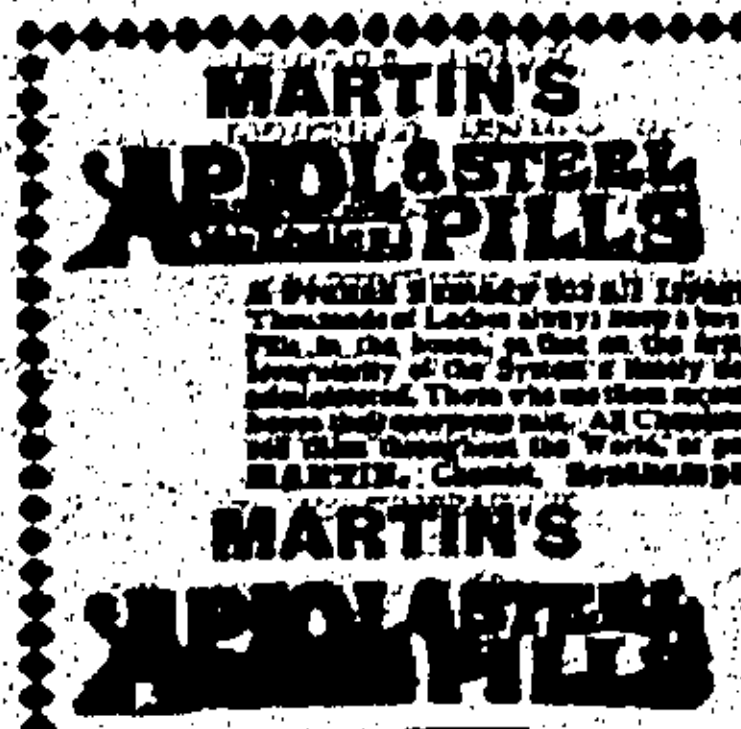
[33-14]

A Good Medicine

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[787]

OUR LONDON LETTER.

THE COAL MINERS' LATEST DEMAND ON THE COUNTRY.

WHY CHEAPER FUEL IS VITAL IN NECESSARY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 3rd.

THE COAL INDUSTRY.

At the time of writing there is anxiety about the future of the British coal-mining industry. Government control of the mines ceases at the end of March, after which date it is presumed, the mine-owners and the workers will carry on under arrangements to be mutually settled. The date fixed for financial de-control under the Coal Mines (Emergency) Act is August 31st next, but the Government are determined to get out of the business five months earlier.

From one point of view this decision is to be welcomed, as official management has led to muddling and a vast increase in wages, which the country has had to pay in enhanced prices for coal for all purposes. For a time the profits made on exported coal formed a pool out of which the least productive mines were subsidised, but this pool is now exhausted, and mine-owners are not disposed to continue any such arrangement. The miners, however, insist that the wealthier mines should help the poorer ones, as this would tend to keep up the general level of wages throughout the whole of the industry.

THE DANGER OF FURTHER TROUBLE.

The danger is that, unless some working basis is found as between the owners and the men before de-control becomes effective at the end of the month, the industry may drift into a state of a lock-out. We see conflicting interests and opposing forces. The Government schemes for reorganisation of the coal industry, about which so much has been heard ever since the Armistice, have all been dropped. This brings the owners and the men face to face, as it were. The former are apparently anxious to get back to pre-war conditions in spite of obvious disadvantages; and the miners are determined, if they can, to enforce the maintenance of the existing wages scale that they wring from the Government, regardless now as to whether or how the money they demand is to be obtained—that is to say, whether at the expense of the country's trade at home and abroad, or out of the pockets of the British consumer.

The miners' latest proposal, copied out forward by one of their leaders, Mr. Frank Hodges, is that there shall be no attempt to keep the industry self-supporting, but that the rest of us shall be taxed to pay the owners' profits, and also to keep the miners in comparative affluence as a privileged industrial class.

There is not the slightest chance, however, of Mr. Hodges's plan being accepted. On the face of it, nothing could be more preposterous than to levy a tax on the whole community in order to benefit one section of organised labour. The *Westminster Gazette*, at all times friendly towards the legitimate claims of Labour, points out very truly that the miners have exploited to the last penny, and to several pennies over, the favourable circumstances in which the war placed them, without much regard for the well-being of their fellow-countrymen. "The miners indignantly protested against the country benefiting out of the excess profits of the export trade last year," says the paper. "How, then, can they maintain that the country is under an obligation to keep up profits and wages at an arbitrarily selected level?"

The miners are certainly not the people to expect to get preferential treatment now that trade depression has overtaken them. In common with the rest of the country, what they have to come to is recognition of the fact that wages do bear some relation to the cost of the article to produce, which wages are paid. That is a fact they have ignored in the demands made again and again for more pay. Now, trade in the country has fallen off, partly as a result of dear coal which put up prime costs in every direction, and the slump in trade has resulted on the coal fields as less coal is required. Consequently, thousands of miners are out of employment. The number out of work in South Wales in the Cardiff district this week is 20,000, and this is only a beginning.

Moreover, the price of home-consumed coal is still rising; and we are no longer able to sell in foreign markets except at a loss. The excessive rate of wages obtained under Government control of the coal industry is the basic cause of many present economic evils from which we are all suffering. Cheaper coal is absolutely necessary to re-start our industries. A drop of 2s 1d a ton on coal means 2s 4d a ton off the price of steel. The price of fuel is the crux of the problem in every branch of industry.

FOREIGNERS IN LONDON.

London continues to be the rendezvous of men of many nations, and never has it been so cosmopolitan as at present. Many visitors arrived for the British Industries Fair from practically every country in Europe, except the late Central Empires and Russia, and also from Canada and the United States. In addition, we have an important business mission under the auspices of the Union des Interests Economiques de France, which is fraternising with the British Commonwealth Union, and includes a former Cabinet Minister of the Republic, and a contingent of Senators and deputies. The principal hotels are crowded with members of the various delegations who have come here in connection with the Reparations Conference. In the aggregate they compose quite an army in themselves, with their respective staffs of secretaries, clerks, shorthand writers, typists, and various other understrappers of officialdom. They are all maintained while in this country at the expense of the British Government. The Germans are quartered at the Savoy; and the fact that they are at one of the finest hotels in Europe is accounted for by their number. The double delegation of Turks arrived before them, and as none of the Allies could stay with the unspeakable visitors from Constantinople and Angora, the German delegation was put in with them at the Savoy.

FRIENDLY GERMAN.

The Germans are quite amiable and willing to converse with anybody who chances to come along. The bright young men from Fleet Street who have sought interviews have been received in friendly fashion, though nothing has been said by the delegates to add to the wisdom or gaiety of nations. They appreciate their quarters; indeed, they have even entered a mild protest that they are being entertained too lavishly and asked for simpler fare. They are not used to such high living, they said.

CROSS CHANNEL AIR SERVICES.

In the present stage of aerial transport it is tolerably safe to say no service can be a paying proposition if reliance is placed entirely on revenue from goods freights and passenger fares. One of the two services between London and Paris was discontinued some months ago, and this week the Handley-Page Company have been compelled to take a similar step. The deciding factor was a cut in French fares and rates, which has been made practicable by the increased Government subsidy to civil aviation in France. This subsidy is said to amount to nearly £800,000 a year, as compared with £200,000 allotted by the British Government for a similar purpose.

The French aviation firms announce revised fares which take effect at once and permit travellers to journey from Paris to London, or vice versa, at six guineas a head, while goods rates are down from 1s. to 7d. per pound. Mr. Handley-Page states that his firm has to charge ten guineas a head to enable the service to pay, and, therefore, he could not face the French competition. The British aerodromes will now be used by French, Belgian and Dutch aviation firms.

EXIT THE AIRSHIP.

With regard to flying another important announcement was made this week in connection with the estimates submitted to Parliament for the Royal Air Force. The British authorities have definitely decided to abandon the giant airship. Mr. Churchill, who is still "Secretary of State for Air" in spite of his translation to the Colonial Office, has issued a statement with the estimates which says, speaking for the Admiralty: "The maintenance of such a service for fighting purposes at considerable expense would have involved a domination of effort on services of which the fighting value has been more fully demonstrated. The plain English of this is that the Government advisers are prepared to rely on the aeroplane in preference to the airship. We entered the war without the latter, and in the early days the Germans made us suffer by the bombing of English towns. These attacks were quite futile for military purposes, and although Zeppelins were useful later for sea scouting they proved too vulnerable to be really effective auxiliaries to a fleet. The aeroplane was developed till it surpassed the airship in utility for all purposes."

The Admiralty veto on airships does not, however, dispose of the point respecting the utility of airships built for civilian transport. That most interesting question has yet to be decided in the light of fuller knowledge than is at present available, and by the crucial test of experience.—H.B.

TRADE PROSPECTS.

THE TURN OF THE TIDE.

A great deal of harm has been done to the industries of this country by the great mood of pessimism which has prevailed in some important quarters," said Mr. Cecil Harcourt, M.P., Under-Secretary of State for Foreign Affairs, at the annual banquet of the London Chamber of Commerce at the Midland Grand Hotel on February 18th. Looking abroad on the world as a whole, he added, he had no hesitation in affirming that the chief interests of Great Britain were now what they had always been—peace first, second, and last. They all realised that so long as a large part of the world was lying virtually fallow there could be no return to the piping days of prosperity which we enjoyed in the past. It was only in Ireland that our prestige was not at its highest and where our interference was not desired. Our prestige among the nations of the world was unique. He believed it to be unchallengeable, and it depended not so much on the skill of our diplomats as on the name for honesty that the manufacturers and merchants of this country had conferred upon the British nation. (Cheers.)

Mr. F. G. Kellaway, M.P., Minister for Overseas Trade, said he was optimistic about the trade of Great Britain. Reports reaching him showed that we had reached the worst and that the tide was on the turn, and that was particularly so with regard to the outlook within the Empire. The prospects of the trade within the Empire were more promising than the prospects in any other part of the world. (Applause.) One reason why we had lost markets in which we had practically a monopoly, and lost ground in other markets, was that our high cost of production made competition impossible. That was not due to high wages, but the fact was that for high wages they had not got a fair return in labour. (Cheers.) Contracts worth £10,000,000 had been lost to the country because the exporters were unable to give a definite date for delivery on account of strikes and threatened strikes. If we lost foreign markets it was the workers who were hit. We were bound to lose foreign markets if we could not compete under the conditions which had been existing for months past. The power of competition had been seriously handicapped.

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MANILA	"YEUNGSANG" ... Fri., 2nd April, 3 p.m.
TIENTSIN	"CHIPSANG" ... Sat., 23rd April, 11 a.m.
STRAITS & CALCUTTA	"KWAISANG" ... Tues., 23rd April, 3 p.m.
BANGKOK via SWATOW	"KWONGSANG" ... Tues., 23rd April, 11 a.m.
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KAWASAKI KISEN KAISEA

No. 2, Nishi-Shinjuku

71

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1930.

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Glasgow

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10, QUEEN'S ROAD CENTRAL, HONGKONG

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT KAITUMA and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG.
S.S. "KASENGA" ... 5th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "CITY OF DUNKIRK" ... 25th Apr.

— do — S.S. "KNIGHT COMPANION" ... 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD. HONGKONG
HONGKONG AND CANTONC. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW and BANGKOK	"CHUSAN"	On 18th April, 10 A.M.
NEWCHANG	"YINMAN"	On 19th April, Noon.
AMOI, SHANGHAI & PUKOW	"SHANTUNG"	On 18th April, Noon.
SHANGHAI	"SHANTUNG"	On 21st April, Noon.
SHANGHAI	"WUHU"	On 21st April, Noon.
SHANGHAI	"WUHU"	On 24th April, 10 A.M.
HONGKONG, PAKHOI & H'PHONG	"KAIFONG"	On 23rd April, 4 P.M.
SHANGHAI & TSINGTAO	"SUIYANG"	On 23rd April, 4 P.M.
MANILA, CEBU & LOMO	"TAMING"	On 25th April, 4 P.M.
AMOI, SHANGHAI & PUKOW	"SHACHUEN"	On 26th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation. Midships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers. Electric light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 8 to 10 Days).

"HAICHING"	—	Capt. A. H. Stewart	TUESDAY, April, 19th, at 11 Noon.
"HAILONG"	—	Capt. W. Cooper	FRIDAY, April, 22nd, at 11 Noon.
"HAIHONG"	—	Capt. W. C. Patterson	WEDNESDAY, April, 27th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blue Flag).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,414	18th April Noon	Suez, Colombo, & Bombay.
"SOUDAN"	7,000	25th April	Marseilles, London & Antwerp.
"DEVANHA"	8,000	27th April	London & Antwerp.
"DILWARA"	10,378	28th May	Singapore, Colombo & Bombay.
"NAGOYA"	7,000	10th June	Marseilles, London & Antwerp.
"PEARLY"	7,346	24th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA"	5,200	20th April 11 A.M.	Calcutta via Suez, Port Said, Suez, Port Said, Suez, Port Said.
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EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	6th May	Sandakan, Thursday Island.
"ST. ALBANS"	5,000	26th May	Townsville & Brisbane.
			Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"EURYALUS"	7,000	18th April 10 A.M.	Swatow & Amoy.
"KANOWNA"	7,000	31st April 5 P.M.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 24 ft. x 4 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSNOLD & DEWAR, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For further information, Passage Fares, Freight, Handbooks, etc. apply to—
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"BURMA MARU" ... Wednesday 20th April.
Call in at Marseilles.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN—via SINGAPORE. PASSENGER SERVICE.
"CHICAGO MARU" ... Sunday, 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"SAIGON MARU" ... Wednesday, 20th April.
"GANGES MARU" ... Saturday, 24th April.

DELI & BANGKOK—via SAIGON & SINGAPORE—Regular monthly service.
"SHISEN MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and the Islands.
"VICTORIA" ... VANCOUVER, SEATTLE & TACOMA.
"VICTORIA" ... VANCOUVER, SEATTLE & TACOMA.
"VICTORIA" ... VANCOUVER, SEATTLE & TACOMA.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"SUMATRA MARU" ... Tuesday, 21st May.

NEW ORLEANS LINE.
"SUMATRA MARU" ... Tuesday, 21st May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
"SEKKO MARU" ... Thursday, 21st April.

KHULUNG—via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMARUSA MARU" ... Sunday, 24th April.

TAKAO—via SWATOW & AMOI.
"ROBU MARU" ... Thursday, 21st April.

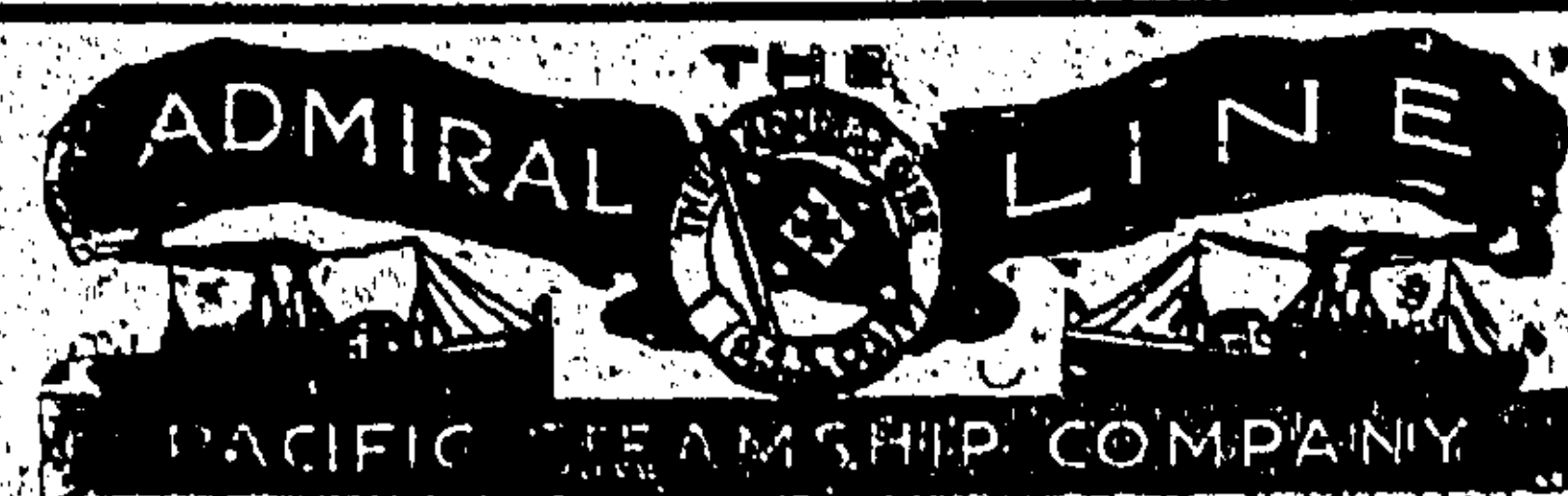
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.
Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	26th April	30th April, 4 P.M.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is on board. Reduced Fares. Cargo loaded through to all Australia, New Zealand & Tasmania Ports.
For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.



PASSENGER AND FREIGHT SERVICE.

For MANILA ... Sailing May 3rd.
For VICTORIA, VANCOUVER, SEATTLE (Calling Shanghai & Japan Ports).
From Hongkong ... Arrive Seattle.
S.S. "CROSSKEYS" Freight only April 18th ... May 21st.
S.S. "WENATCHEE" Freight only May 14th ... June 3rd.
S.S. "EDMORE" Freight only May 24th ... July 10th.
S.S. "KEYSTONE STATE" Freight only July 9th ... July 30th.

For PORTLAND DIRECT (Calling Kobe & Yokohama).
S.S. "MONTAGUE" Freight only April 28th ... June 1st.
S.S. "ABERCOS" Freight only April 28th ... June 1st.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Mansions. [71]



REGULAR SERVICE

To & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS:
LAKE FARBAR ... May 2nd.
LAKE ONAWA ... May 19th.

Through bills of lading issued to all United States, Pacific Coast, and Overland Points.

For full Particulars and Rates, Apply to—
THE ADMIRAL LINE,
5th Floor, Hotel Mansions, Building.
Tel. Add. ADMIRALINE. Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE

2477 & 2478.

AGENTS.

5th Floor

Hotel Mansions.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
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SHANGHAI, KORE & YOKOHAMA	"ANDRE LEBON" 10,000	On or about 27th April.
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MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUMATRA, PORT SAID	"CHILI" 10,000	On or about 19th April.
	"AMAZON" 11,000	On or about 10th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

H. BODENFUSCH, Agent, Queen's Building.

Telephone 74.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING"	April 22nd.
"VICTORIA"	April 29th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD., Agents.

118, Des Voeux Road Central.

